

The *Falcon* News



1960 Falcon Tudor Sedan

*No other compact car
measures up to Falcon*

JANUARY 1987

VOL. 8 NO. 6

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*The newsletter dedicated
to Falcon lovers
... everywhere!*

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. *All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.*

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Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208. (404) 483-8756.

The Suncoast Chapter

Dan Amey, 1771 Ragland Ave., Clearwater, FL 33575. (813) 797-6817.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA, 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

Now that the holidays are over and the new year has arrived, it is time to do some of the things we have been talking about doing (or thinking about doing). Remember when you said last summer, "I'll check out my Falcon this winter." Well, winter is now here - it's time to get in there and give those Falcons a good going over because you might need it this summer while going to the national. Denver is 1 (one) mile high so you will need that Falcon tuned to its best. Then, when you start down think about those good brakes you'll need. Remember, above all, we like our pretty little Falcons but most of all we like them safe, too.

Start planning some spring and summer outings. You can have a very enjoyable time meeting with other car owners. Also, remember the Falcon is not the only car around. Meet with other car clubs - they enjoy looking at our cars, and who knows, they might even have an old Falcon Sprint convertible just sitting around that they would like to sell or get information on fixing up.

In closing, let's make this an enjoyable year and show everyone we have respect for all old cars and that the Falcon Club of America is one of the finest automotive clubs in America.

Roy E. Sword
President, FCA

EDITOR'S MESSAGE

Now that the new year is here, we hope you will have some new year's resolutions to help us make the club newsletter, *The Falcon News*, better than ever.

While you are sitting in by the fire during these cold days, go through your old car magazines and send us some good articles to put in the news. Joe Bassett sent us one for this month and we really appreciate it. How about all those helpful tips you need to share but never had the time before to write us. Also, surely there's at least one good problem you would like discussed concerning Falcons. Just sit down and write us this month while your life is supposedly a little slower paced. We as editors will greatly appreciate your help and other members will certainly benefit many times by your efforts.

Enjoy your January NEWS and let us hear from you.

Bill and Kathy Woodell, Editors

CALENDAR OF EVENTS

The Hoosier Chapter will have a chili supper and planning meeting at the home of Chas Bardonner. For info contact Chuck & Jo, Pam Rans or Cliff Smith (317) 736-5597.

January 25, 1987 - California

The Greater Bay Area Chapter of FCA will have its next meeting Jan. 25 in Hayward at a location yet to be announced. Call Brian at (415) 525-9226 or Ralph at (408) 287-5339 for details.

February, 1987 - Arizona

Tucson "World of Wheels" Show. For more information contact Bill Branch, 11634 North 29th, Phoenix, AZ 85028. (602) 791-8803.

February 7, 1987 - Delaware

The Mason Dixon Chapter is planning its fourth annual dinner for Feb. 7, 1987. It will be held in The Barn Restaurant on Rt. 40 near 896 in Glasgow, DE. Social time will start around 6 p.m. A meeting will follow for discussing our plans for 1987, and then dinner. For all those interested in coming, please call either Glenn Stewart at (302) 834-8231 or Elmer Furman at (302) 798-8043. We have more room to fill this time and a different restaurant, so get your reservations in early.

February 10, 1987 - Indiana

The Hoosier Chapter's bi-monthly meeting will be held at Denny's Restaurant, 4209 So. East St., Indianapolis, Feb. 10, 1987. Election of officers will be held.

March 13, 14, 15, 1987 - Arizona

The Hobbyist Council's Car Show and Swap Meet at Scottsdale Community College.

May 29, 30, 31, 1987 - Georgia

The 2nd Annual Southeast Regional Meet in Atlanta. For more info contact Gary Goddard (404) 483-8756 or Lynn Moon (404) 787-2813.

July 11, 12, 1987 - Indiana

Regional meet at the Midway Motor Inn, Indianapolis, IN, featuring a Sunday picnic and the chance to drive your car a lap around the famous Indianapolis Motor Speedway, home of the "500".

August 6, 7, 8, 1987 - Colorado

8th Annual National FCA Meet at the Clarion in Boulder, CO.

MEET REPORTS

The Hoosier Chapter

Seven members attended the December meeting of the Hoosier Chapter. We discussed the regional meet scheduled for July 11 & 12, 1987. A planning meeting at the home of Chuck Bardonner has been scheduled for Saturday January 10 at 6:30 p.m.

MEET REPORTS (Con't.)

The Southeast Chapter

The Southeast Chapter now has 66 members. We were two years old in October. 1986 was a good year for us; we attended many car shows and had many activities, including a regional meet. We have a lot planned for 1987 in addition to the 2nd Annual Southeast Regional Meet, May 29, 30, 31, 1987. Make plans to attend now. We also look forward to hosting the national meet in 1988.

The Mile Hi Chapter

On December 6, 33 members of Mile Hi Chapter met at Bernard's Restaurant in Arvada for the first annual Christmas dinner and awards presentation. Ray Roberts entertained the group with a slide show of the past two national conventions. Incoming President Ron Brown presented outgoing President Bill Clements with an engraved Mile Hi Falcon Clock, thanking Bill for being our first President. Bill Clements started a new tradition by providing a President's Traveling Trophy to be presented to an outstanding member each year. Rich Atkins received this trophy for all the work he has done on the events and shows throughout the year. Paul Garrigan, Mile Hi member, was presented with a commemorative plaque from Ray Roberts for all his work and support with the club, and for advancing the popularity and image of Falcons in general and Rancheros in particular.

The Greater Bay Area Chapter

The Greater Bay Area Chapter had a meeting Sunday, November 11, 1986. Twelve members were present for a productive meeting during which a number of policies were established. Charles Gary was praised for his work on the newsletter as was Ralph Leidy for his continuing efforts in South Bay membership. Ralph Willis showed off his Canadian Falcon which has red maple leaves instead of Ford on the hubcaps. It was quite a sight. In total the chapter has 26 paid members as of the end of November.

The Arizona Chapter

Sunday, November 9th, The Arizona Chapter met at Irvin Adam's car parts shop. Glen Beam reported on the success of Tucson "Casa de Los Ninos" car show and hoped that some of the members' cars would be at the Tucson "World of Wheels" show in Feb. '87. A rummage sale and parts sale was planned for Sunday, Nov. 16 at Greyhound Park. The next meeting will be December 7th in Wickenburg as part of the RWCA's "Toys for Tots" cruise. Club elections will be held in January.

Founder's Chapter

The Founder's Chapter met Saturday, December 6, 1986, at Shoney's Restaurant, McCain Mall, No. Little Rock, AR for the annual Christmas Party. The Dahlstedts from Arkadelphia won a prize for longest distance driven. Gifts were exchanged and games were played. The fun and fellowship were enjoyed by all attending.

FEATURE FALCONS

This 65 Futura Convertible belongs to Alvin Roberson of The Southeast Chapter. It has a 289 engine and a 4-speed trans. with a bench seat. The car is white with a black convertible top and black interior.

Submitted by Gary Goddard.



This Falcon Sprint belongs to Vic and Kathy Falcone of the Northeast Chapter. The car has entered 3 local shows and took 2 - 1st and 1 - 2nd. Who says they are all in California?

Submitted by Tom Massarelli.



This 62 Falcon was bought new in New Jersey by its present owner Bob Gerke, President of the Mason Dixon Chapter. It has a 170 engine, standard trans., and 71,000 miles on it. It is almost all original.

FEATURE FALCON

This 63 Falcon started out in life as a 4-door. It has a V8 engine and air conditioning. It is owned by Dennis Gossett of the Southeast Chapter.



The "Ins & Outs" of Car Storage

For short term storage (6 months or less) follow these steps:

- A 1. Wash and wax.
- 2. Change oil and filter.
- 3. Lubricate chasis.
- 4. Check antifreeze strength (don't forget coolant overflow and windshield washer reservoirs).
- A 5. Fill gas tank to reduce condensation.
- A 6. Run engine until thoroughly warmed up (run air-conditioning during this time to lubricate all seals).
- 7. On automatics, set gear selector to park. On standards, set gear selector to reverse.
- 8. Do not set parking brake.
- 9. Jack vehicle to remove weight from tires.*
- 10. Fully charge battery.
- A 11. Disconnect battery cables.
- 12. Remove any items that might freeze, leak or deteriorate from trunk, glove compartment or interior.
- 13. Close all windows, doors, trunk and hood securely.
- 14. Lock vehicle and store keys in a safe place.
- 15. Inflate tires to 35 - 40 PSI.
- 16. Cover vehicle.

For long term storage (over 6 months) add to the above-mentioned steps:

- 1A. Paste wax bumpers and chrome, but do not buff out the wax.
- 5A. Omit step 5. Instead, 6A. Lubricate combustion chambers and valves** & drain gas from tank lines and carb.
- 11A. Remove battery from vehicle and store in a well-ventilated area where the temperature remains above freezing.

*9. "Jack vehicle to remove weight from tires." The front-end should be blocked under the control arms so that the suspension still supports vehicle weight but the tires are off the ground. The rear-end should be similarly supported by stands under the rear axle. Locate the stands directly under the vehicle's springs to prevent unnecessary loading on the axle housing.

**6A. "Lubricate combustion chambers and valves." After thoroughly warming the engine, remove the air cleaner and slowly pour one pint of 10W or lighter oil into the carburetor while the engine is idling. Pour slowly at first & then more quickly until the engine stalls. Reinstall the air cleaner. Then completely drain all gasoline from tank, lines, and carburetor.

DO NOTS

Never cover a car with plastic sheeting because plastic tends to stick permanently to the paint as it ages. And never tape any covering directly to a vehicle's painted surfaces (for the same reason you should not use plastic) because with age the tape will dry out and its adhesive will become permanently bonded to the paint.

Returning The Car To Service:

- 1. Review the list of storage preparations.
- 2. Check for any leaks (water, oil, transmission, rear-end, brakes and fuel).
- 3. Check all fluid levels (and fill as required).
- 4. Check belt tensions and hoses.
- 5. Check tire inflation pressures and remove car from blocks.
- 6. Charge battery, clean and reconnect cables.
- 7. Remove spark plugs.
- 8. Crank engine for 10 - 15 seconds. This prelubes the engine, fills carburetor float bowl(s) and expels any accumulations in the cylinders.
- 9. Gap and reinstall plugs.
- 10. Start engine. Monitor all guages and allow it to warm up thoroughly.
- 10A. If step A-6 was done for long term storage, replace spark plugs after initial warm up.
- 11. Drive car slowly for several miles. This is to circulate lubricants, soften seals, etc.
- 12. Brake cautiously. Make several moderate brakings from progressively increased speed to remove any rust accumulation from brake drums or rotors. If vehicle pulls to one side after several brakings, inspect brake cylinders for seized pistons.
- 13. Recheck fluid levels and belt tensions.
- 14. Inspect exhaust system and tune engine.
- 15. Wash and wax.

Article taken from *Hot Rod* magazine. Submitted by member Russell Morris, Rt. 2, Box 195, Stephens, Arkansas 71764.

There were a lot of wisecracks from the "experts" when Ford decided to enter the

Ford Falcon Futura Sprint: Stock and Monte Carlo Versions

For some reason, this magazine had never tested a Falcon. Perhaps it was because the Falcon was dull as dishwater for most of its young life and seemed a trifle tame for our enthusiastic readers. From time to time we'd hear rumblings from Detroit about a possible V-8 engine option but nothing ever came of the rumors. Not until this, the year of our Ford, 1963½.

In January, Benson Ford took a plane-full of press to Monte Carlo and announced a gaggle of new "1963½" models, the Falcon Futura Sprint among them. At that time, he also announced that Ford had decided to field a team of these self-same Falcons in the Monte Carlo Rally. The rally is now history and Ford hopes you think they won. They didn't, but it wasn't for lack of a first-class rally car. The Swedish ice-racing champion, Bo Ljungfelt, set fastest time in all the timed tests, the first time in the history of the Monte that this had been done. If Ford ballyhooed it up a bit, and maybe forgot to mention that somebody else actually won the rally, we can chalk it up to the youthful enthusiasm of the novice in rally competition.

A number of factors figured in the success of the Falcon. The basic car is strong, fast and uncomplicated. The drivers were the very best around, and the cars were prepared and maintained with the painstaking attention to detail that we normally only associate with all-out racing efforts like Mercedes-Benz, or NASCAR teams. One of the most significant factors, however, and one that showed up prominently in our tests, was tires. In the rally, the Falcons alternated between Dunlop SPs and a special spiked tire made by Fagersta Bruk of Sweden and carrying about 600 half-inch tungsten studs per casing. The tires made the difference. They made it possible for the Falcons to get their power on the ground, and thus simply overpower everybody else in the special stages.

Our tests were carried out on a nasty, blustery spring morning, and when we first got onto the Ford handling loop, there was melting snow and slush everywhere. On our first tour in the rally car, we took it easy and felt things out. Next time we went a little faster, and on the third lap we were beginning to commit the car completely at near-racing speeds. To our dumbfounded amazement, not to mention that of the intrepid Ford engineer who was riding shotgun, the car was absolutely stable, even in a half inch of greasy slush. We'd sail into a slick patch, all four wheels would break loose momentarily, the car would move a few feet outside the normal line, then the tires would bite and voilà, a nice full-power sliding turn! We did this over and over again, and fell absolutely in love with Falcons that scream like Ferraris and Dunlop SPs that stick like ticks on a bird dog's ear. The stock Sprint was an altogether different situation. It was equipped with normal 4-ply 7.00 x 13 whitewall tires that broke loose, front-first, the moment the car was committed to

a turn and the side loads started to build up. Not that the stock car was unpleasant or frightening; it is simply a modern American passenger car with a long steering ratio, little-bitty wheels, and good intentions. It is obviously aimed primarily at the Corvair Monza-Tempest LeMans pseudo-sports car market. Its great charm for the enthusiast is that it responds better to hopping-up and suspension improvement than either of the above-mentioned swing-axled worthies.

The difference between the rally car and the stock car lies in the suspension and the available power. The stock Sprint, both coupé and convertible, is built on the stiffened Falcon convertible chassis and most of the suspension is stock Fairlane, which means slightly stiffer springs, shocks, and a front anti-roll bar. The standard engine is the Fairlane's 260-cubic-inch, 164-bhp unit. The rally car has an over-all steering ratio of 17-to-1 (compared to the stock Sprint's 27-to-1), Koni adjustable shocks set at their firmest setting all around, and an extra leaf in the rear spring. The original Holman-Moody set-up used dual shocks on all four wheels, but these were discarded in favor of the Konis in Monte Carlo. The rear-spring arrangement is interesting, too. The extra leaf is a little more than half the length of the others, laid on top of the stock spring and running from the front mount, where it wraps clear around the spring eye, to just past the spring-axle junction, where it ends. Its function was not to stiffen the rear end on the road, but to prevent axle windup, which was a problem. The short steering ratio was effected by Holman and Moody with modified pitman and idler arms. The most bizarre thing of all however, is the front-end geometry. The front wheels toe out three-eighths of an inch, and have one degree of negative camber, giving the car the same peculiar stance as last year's Ferrari GP cars, that is to say knock-kneed. Bizarre or not, though, it sure handles. The effort required to steer the mother is herculean, and it's a bit loath to leave a straight line, but it is stable!

The rally car uses the Cobra engine, developing 260 horsepower at 5,800 rpm. The transmission is the same as that used in the competition Corvette with a long first gear, and nice close ratios. The differential is a Galaxie unit with a limited-slip and a ratio of 4.51 to 1.

Our first acceleration runs in the rally car were made with one of Ford's drag-racing aficionados at the wheel. His shifts were very fast, but very brutal, and the drive train gave a protesting crash every time he let the clutch fly out. Smiling a secret, superior smile, we took over and proceeded to turn in a series of smoother, slower times. The car was in exactly the same state as it had finished the rally, and we didn't want to thrash it beyond endurance. Our best time for the quarter mile was 16.8 seconds, our worst 17.7. Good times were a direct result of a clean start with reasonable wheel-spin; bad runs happened every time we tried to get



We cannot understand the need for phony knock-offs on good cars. It's one thing if the car's a bad one, but this isn't.

Monte Carlo Rally—now Ford's put up and they've shut up

away without squealing. The car was turning exactly 5,000 in fourth at the end of the quarter, and this works out to 85 miles per hour.

The stock Sprint was redlined at 5,000, and that's where we held it. Although the rally car is noticeably faster, the difference is not dramatic. Even with only 164 bhp to the rally car's 260, the stock Falcon was getting 0-to-60 in less than 11 seconds consistently, and quarter-mile times were right in the high seventeens and low eighteens.

Brakes on the stock Sprint, 10-inch drums all around, were adequate but not spectacular. The car stopped when bidden to do so, but we got the feeling that they were insufficient to the V-8 engine's demands in any kind of a continued high-speed driving situation. The rally car, on the other hand, stopped like it had run into something. With 11½-inch Bendix-Dunlop discs on the front and 11-inch drums on the rear, all stops, from whatever speed, were smooth, safe, and fade-free. The disc brakes are described as a "special factory option," but we imagine that the average consumer would be hard pressed to get them from his friendly neighborhood Ford dealer. Whatever the problems involved in the getting, the marvelous stopping power of the discs is well worth the having.

In our estimation, the Falcon Futura Sprint is a car with great possibilities for the American enthusiast. In its stock form, fitted with Michelin X, Dunlop SP, or Pirelli tires it could be fast and stable. It could develop the way the Anglia and other Fords have in England; i.e. a gold mine for the performance-equipment manufacturers. A man driving a Sprint with Koni shocks, faster steering, good tires and disc brakes is going to have an awful lot of fun and show a clean pair of heels to a lot of expensive iron. A man with a stock Sprint without any of the above will have smooth, quiet, reliable transportation. He won't be driving a true sports car, or even a GT machine, but this is not necessarily bad. He'll have a car he can use for nearly anything a real sports car is used for. It can certainly qualify as a fine sports sedan, in the manner of a 3.8 Jag. We'd prefer it with one of the braced-tread tires we mentioned earlier, and a flat wood-rimmed wheel would be a must, but Ford's getting close!

Again, the limited-slip units were not installed until Ford had flown the cars to Monte Carlo for final preparation. We hesitate to think what this car might be with the full 350-horsepower Cobra competition engine, but we'd love to have a go in one!

Seating positions in the two cars are quite different, with the rally car getting the nod for a truly heroic, arms-out-straight kind of wheel and seat relationship. The driver's seat in the rally car is a true competition



This is serious business, men. All auxiliary road lamps are Lucas, headlights Cibif. The 15-inch wheels are optional Ford.

bucket seat much better suited to wasp-waisted little jaspers like Peter Jopp and Trant Jarman than to, shall we say, more substantially constructed drivers. As a result of our high-speed maneuvering we suffered a pretty decent bruise on the old editorial posterior from the steeply raked side-supports. The driver's floor panel in the rally car has been recessed to allow additional pedal travel for the heavy-duty clutch, and both clutch and brake pedals are mounted on specially fabricated shafts that look like cast-off crank billets.

The interior of the stock Sprint, from a driver's viewpoint, is good looking, well appointed and uncomfortable. There is insufficient seat travel, and the extreme deep-dish steering wheel is practically up against the driver's chest, dictating an elbows-flailing driving style. The instruments are just so-so, with the usual complement of warning lights and a fuel and temperature gauge. The tachometer, however, deserves special recognition. It is easy to read, and it's mounted in the center, right below the rear-view mirror, where it can be seen instantly. It's nice to find a tach on an American car that isn't on the floor, or under the dash, or in the back seat. The unfortunate driving position could be easily corrected with greater rearward seat travel and a flat steering wheel. There's nothing wrong with the length of the steering column, it's just the silly, exaggerated dish wheel.

The rally car has no instruments for the driver except a fuel gauge and a tach reading to seven grand. The navigator acts as engineering officer with more complete instrumentation on his side. The whole dash panel had been sprayed flat black and gave the car's interior a distinctly gung-ho appearance. There was no speedometer of any kind in the car, the reason being that Ford had no drive gears for a Falcon with a 4.51 final-drive ratio and the resultant speedometer error was huge. A Halda Speedpilot was fitted on the passenger's side, and this worked as odometer and speedometer both. The utter lack of any elaborate rally equipment is an indication of the nature of the Monte Carlo Rally; you're there to prove your own strength, ability and endurance along with that of the automobile. It is not a cerebral exercise for the mathematically minded.

The stock Sprint had a very strong flavor of Ford tradition about it. Ford-lovers will be pleased to know that this car is much more like the zippy flat-head V-8s of yesteryear than any Ford since 1948. It makes the same kind of noise, it has the same quick reflexes, and it seems to sit much the same way. Actually, it is closer in size to our favorite, the 1940, than is the Galaxie, which makes one wonder if maybe Detroit couldn't save some money on sheet metal.

Passenger accommodations are typical of American compacts. The front-seat passenger is very comfortable, with good legroom and plenty of wiggling space for even the most broad-beamed. The rear-seat passengers don't fare quite so well, since they must ride with their knees against the front seat backs and their spines braced in a position more vertical than is generally considered comfortable. Tall drivers are evidently expected to wear berets or stocking caps since there's no room for any other kind of headgear, but then this is true of most cars today. If the hat-makers ever get a strong lobby in Washington we're going to see a revolution in car design. Luggage space is excellent and very accessible. The spare tire intrudes some, being mounted flat on the trunk floor, but some juggling and fitting of suitcases would get everything in for a normal family on a normal trip.

The two cars were equally easy to drive. Neither had any unpleasant tricks or bad habits. The rally car is hard work, but fun. Getting off the line in the stock Falcon was easy, with a nice ratio of wheelspin to acceleration. On the rally car, however, fast starts were tough, because the Dunlop SPs had such great traction. They simply refused to spin until we got the revs up to about 4,500 and gingerly dropped the clutch. The Cobra engine in the rally car had a delightful yowl, and there was enough panel noise and resonance in the car to give it just the sort of noise to bring tears to a jaded old road-tester's eyes. The thing would wind to a spine-tingling 7,000 rpm, but we held our revs to 6,000, and were still astonished by the performance.

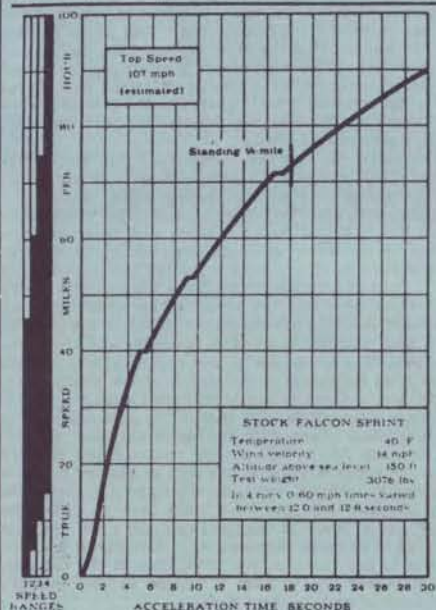
FORD FALCON SPRINT

Price as tested: \$3,595

Manufacturer: Ford Division
Ford Motor Company
Dearborn, Michigan

ACCELERATION:

Zero to	Seconds
30 mph	3.6
60 mph	12.1
90 mph	29.8
Standing start 1/4	18.0 at 73 mph



ENGINE:

Displacement	260 cu in, 4,261 cc
Dimensions	90° V-8, 3.30-in bore, 2.87-in stroke
Valve gear	Pushrod-operated ohv, hydraulic lifters
Compression ratio	8.7 to one
Power (SAE)	164 bhp @ 4,400 rpm
Torque	288 lb-ft @ 2,200 rpm
Usable range of engine speeds	500-5,800 rpm
Carburetion	Single two-barrel
Fuel recommended	Regular
Mileage	14-20 mpg
Range on 14-gallon tank	196-200 miles

CHASSIS:

Wheelbase	109.5 in
Track	F 55.0 in, R 54.5 in
Length	181.1 in
Ground clearance	7.3 in
Suspension	F: incl. wishbones and coil springs, anti-roll bar, telescopic shock absorbers R: rigid axle, semi-elliptic leaf springs, telescopic shock absorbers
Steering	Recirculating ball
Turns, lock to lock	4.6
Turning circle diameter between curbs	38.8 ft
Tires	650 x 13 OE, 4.5 in rim, 859 revs per mile
Pressures recommended	F 28, R 24 psi
Brakes	F and R: 10-in drums, 251.3 sq in swept area
Curb weight (full tank)	3,076 lbs
Percentage on the driving wheels	44

DRIVE TRAIN:

Clutch					10-in single-plate	
					Mph per	
					1,000	
Gear	Synchro	Ratio	Step	Over-all	rpm	
Rev	No	2.81	—	9.14	—7.7	
1st	Yes	2.73	32%	8.87	7.9	
2nd	Yes	2.04	37%	6.63	10.5	
3rd	Yes	1.51	51%	4.91	14.2	
4th	Yes	1.00	—	3.25	21.5	
Final drive ratio					3.25 to one	

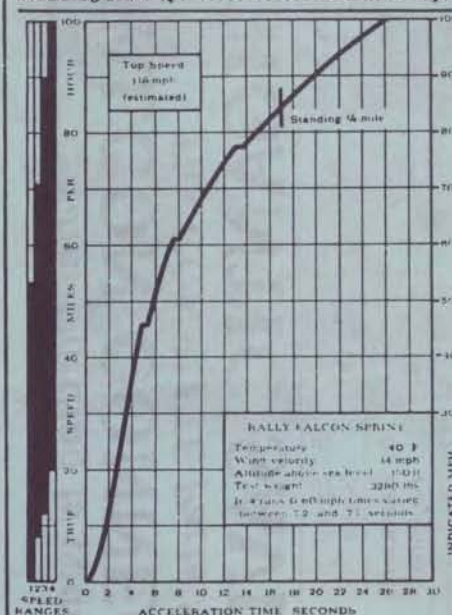
FORD FALCON SPRINT (Monte Carlo Rally Version)

Price as tested: N.A.

Manufacturer: Ford Division,
Ford Motor Co.
Dearborn, Michigan

ACCELERATION:

Zero to	Seconds
30 mph	3.5
60 mph	7.5
90 mph	19.7
Standing start 1/4	16.8 at 86 mph



ENGINE:

Displacement	260 cu in, 4,261 cc
Dimensions	90° V-8, 3.30-in bore, 2.87-in stroke
Valve gear	Pushrod-operated ohv, solid lifters
Compression ratio	10.0 to one
Power (SAE)	260 bhp @ 5,800 rpm
Torque	269 lb-ft @ 4,800 rpm
Usable range of engine speeds	600-7,000 rpm
Carburetion	Single four-barrel Holley
Fuel recommended	Premium
Mileage	12 mpg
Range on 14-gal tank (plus 12-gal tank)	312 miles

CHASSIS:

Wheelbase	109.5 in
Track	F 55.0 in, R 54.5 in
Length	181.1 in
Ground clearance	8.3 in
Suspension	F: incl. wishbones and coil springs, anti-roll bar, telescopic shock absorbers R: rigid axle, semi-elliptic leaf springs, telescopic shock absorbers
Steering	Recirculating ball
Turns, lock to lock	2.75
Turning circle diameter between curbs	38.8 ft
Tires	7.00 x 15 Dunlop SP, 5-in rim, 788 revs per mile
Pressures recommended	F 32, R 32 psi
Brakes	F: 11 1/2-in discs, R: 11-in drums, 288 sq in swept area
Curb weight (full tank)	3,280 lbs
Percentage on the driving wheels	48

Steering	Recirculating ball
Turns, lock to lock	2.75
Turning circle diameter between curbs	35.5 ft
Tires	7.00 x 15 Dunlop SP, 5-in rim,
788 revs per mile	
Pressures recommended	F 32, R 32 psi
Brakes	F: 11½-in discs, R: 11-in drums,
288 sq in swept area	
Curb weight (full tank)	3,280 lbs
Percentage on the driving wheels	48

DRIVE TRAIN:

Clutch				10-in single-plate	
				Mph per 1,000	
Gear	Synchro	Ratio	Step	Over-all	rpm
Rev	No	2.26	—	9.96	7.5
1st	Yes	2.20	33%	9.92	7.7
2nd	Yes	1.66	27%	7.49	10.2
3rd	Yes	1.31	31%	5.91	12.9
4th	Yes	1.00	—	4.81	16.9
Final drive ratio				4.81 to one	

Submitted by Joe Bassett.

DON'T FORGET!

The Club Store is a great place to get those Birthday gifts for those Falcon lovers. The inside back cover of the newsletter each month lists the items available. Ellen O'Dell does a great job as Club Store Manager and tries to keep adding new items of interest. If you have any suggestions, feel free to let Ellen know.

SUPPORT YOUR LOCAL CHAPTER!

If you're not involved in a local chapter, join now and support it or start one in your area. Chapter Coordinator is Tom O'Dell. Write him for all the information about forming a new one. His address is on page 2 of this newsletter.

FALCON T-SHIRTS!



A.



B.

YOUR CHOICE OF DESIGN ON WHITE SHIRT WITH BLUE TRIM. SPECIFY DESIGN (A or B) AND SIZE (S, M, L, XL - OR - CHILDS S, M, L) ONLY \$8.00!! U.S. POSTAGE PAID. MAKE CHECK PAYABLE TO:

DAVE COHEN
9917 E. 38TH ST.
KANSAS CITY, MO.
64133

CANADIAN & FOREIGN ORDERS PLEASE ADD \$2.00 POSTAGE. ORDER EARLY FOR THE HOLIDAYS!

★ ★ ★ SPECIAL NOTICE ★ ★ ★

All ads for the classified section of the newsletter must appear with the member's name to be considered a free ad (see pg. 2) or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each. (Classified ads are limited to 50 words or less.) ALL items listed in the classified MUST have a price. Ads submitted without prices will be returned to the sender.

The Falcon News will accept paid Commercial Ads for the newsletter. They must be sent to the Editor. All ads must be received by the 10th of the month to appear in the next month's issue of The Falcon News. Payment must accompany all ads.

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS.

COMMERCIAL AD RATES:
(Price per month)

FULL PAGE..... \$50.00
HALF PAGE..... 30.00
QUARTER PAGE..... 20.00
BUSINESS CARD..... 5.00

Only Falcon related ads will be accepted for The Falcon News. "Warning" — The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. The Falcon Club has the right to reject any or all commercial ads.

Hurry
Act Now!

Jim Dotling is your FALCON CONNECTION The COMPLETE Parts Store GIGANTIC SAVINGS!!

Sale
Expires
Jan. 31, 1987

1. Vent Windows Seals with Division Bar	45.00	35.00	5. Sprint Script	30.00	20.00
2. Windshield Gasket Ex. H.T. & Conv.	45.00	35.00	6. Retractable Antenna	20.00	12.00
3. Rear Glass Seal (63-65) Sedan	60.00	45.00	7. Chrome Horn Ring (3 Spoke 60-63)	30.00	20.00
4. Steering Wheels (2-3) Spoke	100.00	75.00	8. Door Handles Pt.	30.00	20.00

PLUS 20% Off on Other Available Catalog Items
Free Parts Catalog with Purchase
If You Buy Elsewhere
\$ YOU'LL PAY TOO MUCH \$

(602) 997-9285
8:30 a.m. - 5:00 p.m.
Mon. - Fri.

C.O.D.

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744 E. Dunlap
Phoenix, AZ 85020

Credit Cards
Welcome

Vacuum Metalizing • Hot Stamping • Injection Molding
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Custom & Production Work Available

INC.

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Emblems

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Westland, MI 48185

Phone
(313) 326-1858

1987 Falcon Calendars

Many Calendars Still Remaining!
8½" X 11" Color Photos
Suitable for Framing

Everything from stock to racing. Some of the featured
classes are convertibles and sedan deliveries.

\$6⁰⁰ plus \$1⁰⁰ shipping

½ price shipping on orders over 5.

Mail your order today to Rick Dilks, 307 N. Castle, Paola, KS 66071.

ALAN'S RESTORATIONS

Falcon /
Mustang

Engine Conversions
Transmission Conversions
Performance Transmissions
Rear Axle Setup
Steering / Handling
Improvements

Alan Hale
P.O. Box 10676, Truckee, CA 95737-1676 (916) 587-7866
Tech Help Given: Call 8-9 a.m. Mon.-Fri. Pacific Time

CARS FOR SALE

1961 Falcon 2 dr. Wagon, new paint inside and out, new tires, overhauled engine, new door weatherstripping, new carpet and much more. 6 cyl straight drive, 102,000 miles, \$1,800 or b/o. James M. Johnson, 406 Lakeland RR., Conway, SC 29526 (803) 248-4034.

61 Falcon, 4 dr., V8, white w/ white interior. Looks good and runs well. Recently overhauled motor, new tires, partially restored. Unique factory spare tire on outside (Continental styling). \$1,695 or b/o. Armand G. Jones, Rt. 1, Box 93A, Lipan, TX 76462, (817) 594-3646.

1966 Falcon Sport Coupe, 289, V8, 2 dr., auto, Blue w/ black int., repainted, \$1,500 or b/o. Would consider trade for a computer worth same. Rancour, 3732 Colfax Ave. N., Minneapolis, MN 55412 (612) 521-5872.

1960 Falcon 2 dr. St. Wagon, auto, runs well, driven daily, \$525. Roy Lewis, 1400 Santa Rita Rd., Pleasanton, CA 94566 (415) 484-2495.

63 Futura 2 Dr. Hardtop, auto, orig. Black exterior, exc. body, bucket seats, came orig. with unusual turquoise interior but seats and some upholstery redone in blue, \$1750. Bill Woodell, Rt. 4, Box 536, Searcy, AR 72143 (501) 268-8574 nights, 268-1470 days.

PARTS FOR SALE

1963 Falcon convertible 6 cyl.: heater core \$15, sill plates \$25, arm rests \$10, kick panels \$10, top cylinders and pump assembly \$50, radiator \$25, rear qtr. chrome \$20, dash chrome \$15, instrument cluster \$15, radio \$20, starter \$15, generator \$15, door handles \$5, window winder \$5, 4-spd. Dagenham \$250, clutch/brake pedal assembly \$20, right door \$35, windshield \$80, rear trim \$10, sun visors \$15, wiper arm \$8, wiper motor \$10, heater motor \$10. Darold Lowe, RD #1, Box 260A, Milroy, PA 17063 (717) 667-3132.

64-65 Sprint 14" wire wheel covers, very good used with correct Ford crest spinners, set of 5, \$75. 63 Sprint 13" wire wheel covers, very good used with correct Ford crest spinners, two available, \$35. P.J. Vassallo, Route 100, P.O. Box 189, Eagle, PA 19480 (215) 458-8081.

Parting out 68 Futura 4 dr. wagon which had 50,000 "Grandma" miles, hit in left front, mint red interior parts \$20-\$80, dash pad \$250, rear bumper \$100, AC unit \$250, etc. Also parting 61 2 dr. and 4 drs., 64-65 Hardtops. Prices do not include shipping. Send SASE with needs to Brian Lukas, 1107 Curtis St., Albany, CA 94706 (415) 525-9226.

65 Futura 4-piece dash set \$20. 60-65 sedan padded sun visors \$12 pr., 60-63 plain radios (no knobs) \$6 ea., 60 headlight rims \$12 pr., 63 Futura 6-piece interior chrome set \$20, 68 Futura wheel covers \$20 set, 60-65 rear seat arm rests w/ ash trays \$10 pr. Rick Dilks, 307 N. Castle, Paola, KS 66071 (913) 294-2599.

Three-speed manual transmission from 65 Ranchero. Perfect operating condition. Will fit any 6-bolt 289 V8. Will include all linkage, springs, etc. for complete installation, \$200. Roy Lewis, 1400 Santa Rita Rd., Pleasanton, CA 94566 (415) 484-2495.

Bucket seats 63 Falcon conv. \$150. 4 aqua door panels 64 Falcon Futura \$50. Dash pad 64 Falcon \$10, Rocker panel mlds. 63-65 Falcon \$60 pr., dash trim 63 and 64 Falcon Futura \$30 set, 62 Falcon rear qtr. alum. trim \$15 pr., 65 Falcon tail light bezels w/lens \$15 pr., 64 Futura rear trim \$10. All parts plus shipping. Conv. parts and more; too much to list. Send SASE with needs or call Dan Amey, 1771 Ragland Ave., Clearwater, FL 33575 (813) 797-6817.

PARTS FOR SALE (Con't.)

Complete power steering for 1965 Falcon 6 cyl, \$125. 200 C.I.D. 65 Falcon 6 cyl. engine \$200. Also, other misc. 65 Futura 2 dr. Hardtop parts. James Smeltzer, 373 W. Lisbon St., Waynesburg, OH 44688 (216) 866-9879.

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings \$60. Specify engine size and year. Bands \$30 each, adjustable modulator \$8. Bushings, washers, pumps and misc. hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194 (617) 449-2065, evenings.

65 windshield rubber (new) \$30, orig. gas cap, primed \$16, N.O.S. shocks \$16 pr. 63 generator \$15, shop manual \$10, AC compressor, dryer, condensor, hoses & brackets, evaporator, \$75. Deck lid (nice) \$15, 3 sp. trans. \$25, radiator \$20, new shocks \$16 pr., complete eng., running when removed, \$75, driveshaft \$10. 64 Grille and headlight doors \$10, complete instrument cluster \$10, fender emblems \$5, glove box door \$5, 260 emblems \$10 pr. All plus freight. Paul White, 28 Okaloosa, Sorrento, FL 32776 (904) 383-7279.

LITERATURE FOR SALE

Orig. service manuals priced for Exc./V.G./Worn. 60-61 \$25/20/15. 62 \$28/23/18. 63 Supl. \$14/12/10. 64 \$47/38/30. Owners manuals 62 exc./\$7. 63 repo/\$8. 64 V.G./\$8. 66 V.G./\$7. 67 Exc./\$8. 68 Exc./\$6. All postpaid, shipped promptly, satisfaction guaranteed. I'll buy or take your excess literature in trade. Jim Lungwitz, Box 1078, Monticello, MN 55362.

PARTS WANTED

1963 Falcon red steering wheel, side mlds. for 63 Falcon 2 dr. son-mod 62A from doors to rear, both sides. Dan Amey, 1771 Ragland Ave., Clearwater, FL 33575 (813) 797-6817.

Right rear quarter panel and wheel house (inner wheel well) for 63 Falcon convertible. Alexander Gerrits, 3051 Ensalm Ave., San Jose, CA 95118 (408) 267-5380.

65 Falcon Futura Wagon left rear quarter mlds. Also, trans. kick-down bell crank. Rod and trans. lever for V8 with C4. James Smeltzer, 373 W. Lisbon St., Waynesburg, OH 44688 (216) 866-9879.

I have an early built 1964 Sprint convertible and need a pitman arm to fit a 1" diameter sector shaft. The part # is C3DZ3590-A. Rich Cline, 35 New York Ave., Rensselaer, NY 12144 (518) 434-2332. Write or call collect if you have the part.

CARS WANTED

For Spring, want a top quality 1963 convertible, red or white with auto. Prefer orig. car; restored only if done to high standard. Expect to pay \$5,000. Have nice 62 Squire (Colorado car) for partial trade, or will buy outright. Jim Lungwitz, Box 1078, Monticello, MN 55362.

THE FALCON CLUB STORE

Falcon Club of America T-shirt (short sleeve, white/red trim)	\$ 7.00
Adult - S, M, L, XL; Child's S, M, L	
Sweatshirt (grey, heather, lt. blue, navy, black, & white w/blue trim-FCA logo) Sizes S, M, L, XL	13.00
Golf Shirt (white/navy trim) FCA logo, S, M, L	13.00
Golf Shirt/pocket (blue) FCA logo S, M, L, XL	13.00
Hat Ball style w/FCA patch (red)	6.50
Hat w/Screen Print FCA logo (blue/white)	5.50
Sun Visor w/Screen Print FCA logo (blue)	5.00
Convention booklets (1980 thru 1985)	.50
Books: 1960 Reproduction Shop Manual (includes V-8)	30.00
FALCON/Ray Miller (Hardcover 320 pages)	35.00
1963 Owners Glove Box manual	12.50
Decal (National Club window decal)	1.25
Patches: National Club patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
Jacket Patch 9" round FCA	6.00
Iron-on patch Script FALCON w/year 1960 thru 1965	4.00
Memo Pad (FCA imprint)	.50
Ball Point (FCA-The New Size Ford imprint)	.75
Falcon Fender Cover (24" x 48" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon Medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	4.00
License Plate (Falcon Club of America - white/red letters)	4.50
Bumper sticker (I [heart] My Falcon) new vinyl	2.00
Pins: Hat Tacks: Falcon Bar (red, white, blue) LARGE OR SMALL	2.25
Falcon Script (silver)	2.25
Falcon Script w/year (1960 thru 1970)	2.25
Silhouette of: 1960 - 63 Ranchero	2.25
1963 Hardtop	2.25
1964 - 65 Hardtop	2.25
Sedan Delivery Script	2.25
Ranchero Script	2.25
White Square w/Ranchero print	2.25
V-8	2.25

POSTAGE PAID IN THE U.S. - Please state size.

Canada & foreign orders please send money order and include \$2.00 postage. Please make checks and money orders payable to Falcon Club of America. Send all orders to: Ellen O'Dell, 417 Valley View Dr., East Alton, IL 62024.